

## **REMARKS**

### **Claim Rejections – 35 USC 102**

Claims 7, 8, and 10-12 are rejected under 35 USC 102(b) as being anticipated by USP 4,634,142 to Woods *et al.* ("Woods").

Applicant has amended independent Claim 7 to clarify the nature of the signal. Independent Claim 7 describes, in pertinent part, adapting the damper force based on a signal that is *initiated* when the ride level control system is changing a vehicle ride level and *terminated* when the ride level control system finishes changing the vehicle ride level. The signal facilitates simultaneously changing the damper force and ride height so that the ride height and damping control systems are working together instead of fighting each other.

As best understood, Woods does not provide such a function and therefore does not anticipate Claim 7. Woods employs variables  $P_H$ ,  $F_C$ , and  $F_R$  which represent the ride height, compression damper force resistance, and rebound damper force resistance, respectively. Col. 12, line 68 - Col. 13, lines 4-5. Based on Woods' equations and discussion at Col. 25, line 60-Col. 27, line 2, it does not appear that the damper forces ( $F_C, F_R$ ) are varied to facilitate changing the ride height  $P_H$ .

More importantly, the signal source 122 does not initiate and terminate with corresponding changes to the ride height  $P_H$ . Since Woods does not employ a signal in such a manner Woods does not anticipate amended Claim 7. Applicant therefore respectfully submits that Claim 7 is in a condition for allowance.

Claims 8-12 depend either directly or indirectly from Claim 7 and are believed to be in a condition for allowance for at least the same reason as Claim 7.

## **CONCLUSION**

Accordingly, Applicant believes that the claims as amended overcome the raised objections and rejections and are in a condition for allowance.

Respectfully submitted,

/Edwin W. Bacon, Jr./

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